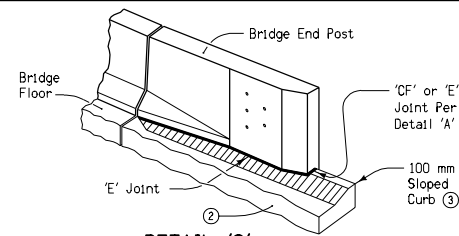
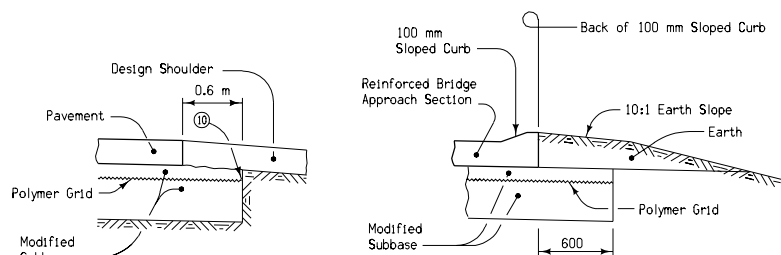


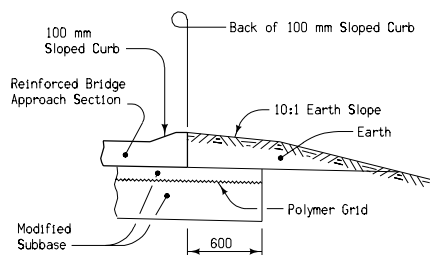
SECTION A-A



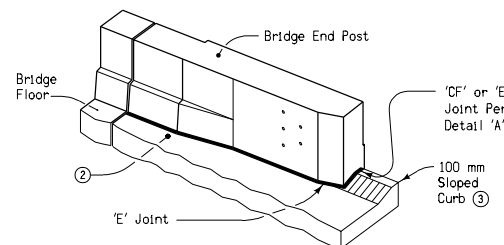
DETAIL 'C'
Five Hole Bridge End Post



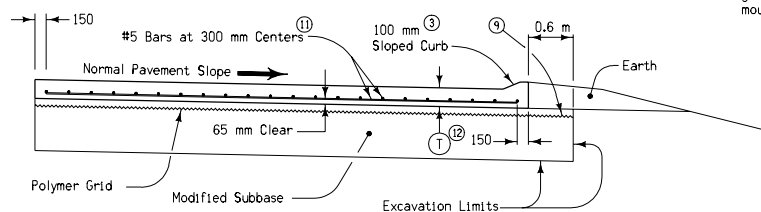
SECTION C-C



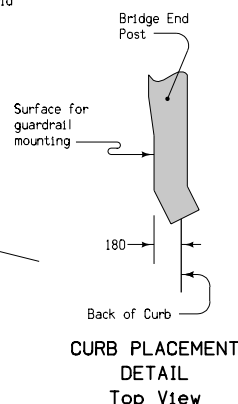
SECTION B-B



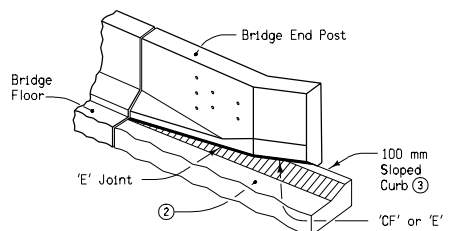
DETAIL 'C'
Retrofit Bridge End Post



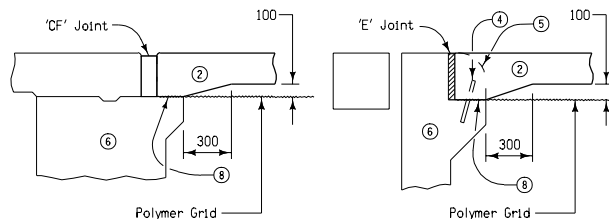
SECTION D-D



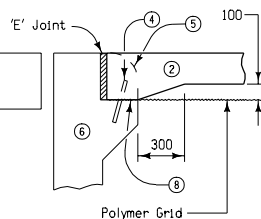
CURB PLACEMENT
DETAIL
Top View



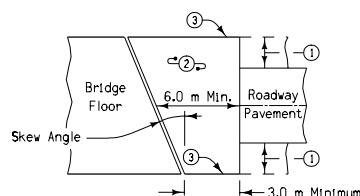
DETAIL 'C'
Flared Bridge End Post



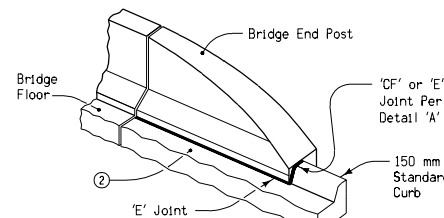
DETAIL 'A'
Movable Abutment Bridge



DETAIL 'A'
Fixed Abutment Bridge



TWO LANE APPROACH PAVEMENT
LAYOUT AT A SKEW



DETAIL 'C'
Low Speed Bridge End Post

CURB ALIGNMENT and
JOINT PLACEMENT

GENERAL NOTES:

The intent of this sheet is to detail the construction of a PCC bridge approach pavement. Sections and details apply to Standard Road Plans RK-16 and RK-19B through RK-19J.

The subgrade shall be excavated to the limits shown. A transverse subdrain shall be installed directly beneath the location of the proposed 'EF' joint. The excavation shall be backfilled with the specified material and an approved 'Polymer Grid' as specified in Section 4196 of the current Standard Specifications and installed as shown. The polymer grid shall be secured to the top of the bridge-paving notch and extended as shown.

A portion of the bridge approach pavement section shall be constructed of reinforced PCC with curb; concrete used for construction shall be the same as indicated for the remainder of the pavement. The skew angle of the bridge shall determine the shape of the reinforced bridge approach section as detailed hereon. The short edge of the section shall be a minimum of 3.0 meters and the length at the centerline of the roadway shall be a minimum of 6.0 meters. The pavement panels between the reinforced bridge approach section and the 'DW' or 'RT' joint shall be standard PCC paving as specified in the contract documents for mainline paving.

- ① Design Shoulder Width.
- ② Reinforced Bridge Approach Section.
- ③ Build 100 millimeter Sloped Curb, except where specifically directed to build 150 millimeter Standard Curb on Standard Road Plans RK-19D and RK-19E.
- ④ Reinforcing Bar.
- ⑤ Temporary paving block removed by paving contractor.
- ⑥ Bridge Abutment.
- ⑦ Longitudinal Joint: Single pour - no joint; Two pours - use 'KS' joint.
- ⑧ Secure polymer grid on top of paving notch.
- ⑨ Extend polymer grid to 0.6 meters outside edge of pavement.
- ⑩ Trim fabric to edge of excavation.
- ⑪ Add one additional #15 bar parallel to skewed face when skew angle is 30 degrees or more.
- ⑫ T shall equal the new or existing pavement thickness, but not less than:
250 millimeters on all Primary Road System projects.
300 millimeters on all Interstate Road System projects.

All dimensions given in millimeters unless noted.

METRIC VERSION	Iowa Department of Transportation Highway Division	STANDARD ROAD PLAN RK-19A	
		REVISION: Removed option to use granular subbase.	REVISION NO. 12
		APPROVED BY: <i>William J. Sten</i> DESIGN METHODS ENGINEER	REVISION DATE 10-29-02
		BRIDGE APPROACH SECTION (GENERAL DETAILS)	